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THIS MESSAGE CONFIRMS VERBAL INSTRUCTIONS TO CONVERT ART 381 TO "G" CONFIG UPON RECEIFT AND TO CONVERT ART 349 FROM Su BJECT "H" TO "G", BOTH CONVERSIONS ARE TO BE ASSESSMENT STREET STREET STREET #381 20 & CHARGED TO RECEIPT OF FY66 FIRST HALF FUNDING, -P-1/26 AND #349 TO SP-1923. IN CONJUNCTION WITH THESE CONVERSIONS, IT IS REQUESTED

25X1A

RE-EVALUATE THE U-2G DESIGN FOR POSSIBLE IMPROVE-THAT MENT IN THE FOLLOWING AREAS:

THE PRESENT PROCEDURE FOR RETARDING THE THROTTLE, EXTENDING THE SPOILERS AND ROTATING THE YOKE, ALL OCCURRING IN THE FEW CRITICAL SECONDS BEFORE TOUCHDOWN, IS CONSIDERED TO BE MARGINAL AND DANGEROUS OPERATION. THE LIMITED MARGIN ALLOWED THE PILOT COULD BE CAUSE FOR POSSIBLE LOSS OR DAMAGE OF A U-2 AIRCRAFT IN AN OPERATIONAL SITUATION, WHICH COULD NOT BE AF-IF ADDITIONAL DRAG COULD BE INDUCED WITHAA FORDED. RESULTANT INCREASE IN THE REQUIRED ENGINE POWER TO

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THE CRITICAL LANDING POINT, E.E., EXTENDING THE SPOILERS ON THE FINAL APPROACH) THE IDEALIST CARRIER OPERATIONS COULD BE MADE ALMOST AS ROUTINE AS THE OTHER IDEALIST OPERATIONS.

- B. WHAT EFFECTS HAVE THE MANY PRACTICE CARRIERTYPE LANDINGS, ON THE NORTH BASE RUNWAY, HAD ON THE
  U-2G AIRCRAFT? HAS THIS UNUSUALLY LARGE NUMBER OF
  LANDINGS CAUSED ANY EFFECT ON THE FLIGHT CHARACTERISTICS
  OF THE U-2G? IF THERE HAS BEEN AN APPRECIABLE EFFECT,
  HAS THERE HEEN A TENDENCY TO OVERSTRESS ANY PARTICULAR
  PART OF THE AIRCRAFT?
- C. IF AIRCRAFT OVERSTRESS SHOULD BE A CONSIDERATION,
  REQUEST RECOMMENDATION AS TO MAX NUMBER OF LANDINGS
  PRIOR TO IRAN. WOULD A REDUCTION IN THE NUMBER OF LANDINGS
  PER MLP SORTIE COMBINED WITH A REDUCED FUEL LOAD INCREASE
  THIS FIGURE?

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D. WHAT LIMITATIONS ARE PLACED UPON THE USE OF SLIPPER TANKS ON THE U-2G AIRCRAFT?

END OF MESSAGE

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